

AMENDMENTS TO THE CLAIMS

What is claimed is:

1. (currently amended) A drive train of an all-wheel drive vehicle consisting of comprising:

_____ a transfer case (2) adjoining the ~~an~~ engine transmission block (1),
_____ a driven front axle (6) and a driven rear axle (4),
_____ the drive shafts (3, 5) leading from the transfer case (2) to the axles (4, 6), and

_____ a control device (15), with the torque metered to the drive shafts being able to be regulated by variable loading of friction couplings, characterized in that wherein

a) the transfer case (2) has a drive through shaft (22), which is connected drivewise to the engine transmission block (1), on the one hand, and to the drive shaft (3) leading to the rear axle (4), on the other hand, said drive through shaft (22) being connected drivewise to the drive shaft (5) leading to the front axle (6) via a first friction coupling (23) determining the torque metered to the front axle (6) and via an offset drive (26, 27, 28); and wherein

b) ~~and in that~~ a further regulatable drive unit (7) having a second friction coupling (43) is provided at the rear axle (4) and regulates the torque metered to the rear axle (4).

2. (currently amended) A drive train in accordance with claim 1, characterized in that the wherein actuators (11, 12) of the two friction

couplings-(23, 43) are of the same type and are controlled from a common control unit-(15).

3. (currently amended) A drive train in accordance with claim 1, characterized in that wherein the further second friction coupling-(43) is connected drivewise to the first drive shaft-(3), on the one hand, and to the differential-(48) of the rear axle-(4), on the other hand, and is accommodated in a housing-(40) in a unit construction block with the housing-(41) of the differential-(48).

4. (currently amended) A drive train in accordance with claim 1, characterized in that wherein the transfer case-(2) and the drive unit-(7) have a series of the same common parts-(11, 12; 24, 44; 31, 51; 32, 52).

5. (currently amended) A drive train in accordance with claim 1, characterized in that wherein a parking lock gear-(29, 30) is provided, downstream of one of the friction couplings-(23, 43) in the force-flow direction, in one of the transfer case-(2) or in and the drive unit-(7) with the further friction coupling.